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SECURITY INFORMATION

## REPORT

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Increased Demube transportation of petroleum took place during September 1951. All available ships were mustered for this purpose. The shipments took place as follows:

- a. From Giurgiu (Rumania) to Bratislava (Czechoslovakia) - Daily average of about 150 railway tank cars. On arrival at Bratislava, the petroleum was pumped straight into railway tank cars.
- b. From Vienna to Szöny (Hungary - 3km. east of Komárom\*). Daily average slightly greater than 150 railway tank cars. According to the scheduled plan, some 50,000 tons of petroleum must be sent to Szöny.

a. Wood - from Moldavia to Hungary.

b. Wheat - from Bulgarian harbors to Czechoslovakia.

c. Bauxite - from Komárom and Adony (4 km. south of Budapest) to Izmail.

The building of sea-going vessels for reparations still continues in the Ganz Shipyard. In addition, Ganz is now building five ships of 5,000 tons each for Poland. The Obuda yards construct barges as well as shallow-draft vessels, which are designed by Soviet engineers working there.

The Soviet-led Danube Navigation Conference held in September 1951 at Galați (Rumania) has laid down a minimum shipment capacity of 150,000 tons per month to be transported by the Soviet SDGP, the Hungarian MESZHART, and the Rumanian SOVROMTRANSPORT. The average figure was taken between Vienna and Izmil, calculating on eight barges making a return trip within a month. Each barge was reckoned to have an average capacity of 65 railway tank cars.\*\*

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\*  Comment: About three km. east of Szécsény is the large Almasfüzitő refinery.

\*\*  Comment: The capacity of the railway tank cars was not specified.

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